



Additional / To Follow Agenda Items

This is a supplement to the original agenda and includes reports that are additional to the original agenda or which were marked 'to follow'.

Nottingham City Council Planning Committee

Date: Wednesday, 22 September 2021

Time: 2.30 pm

Place: Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG

Governance Officer: Jane Garrard **Direct Dial:** 0115 876 4298

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PLANNING COMMITTEE

UPDATE SHEET

(List of additional information, amendments and changes to items since publication of the agenda)

22 September 2021

4(a) King Edward Court, King Edward Street

Further Responses

The applicant has updated the CGI visuals of the main entrance and the accessway between King Edward Street and Kent Street. The CGIs illustrate revised brickwork detailing to the main entrance surround and ground floor columns onto King Edward Street. A step has also been included to the upper floor window reveals. Brickwork detailing has replaced metal cladding above the 'shopfront' openings adjacent to the accessway between King Edward Street and Kent Street and the 'shopfront' openings have been defined by a framing system. The second student entrance into the building from the accessway is also provided with greater prominence by use of a similar framing system.

That Committee notes the CGI updates.

Additional Background papers: CGI updates, received 21/9.21

4(b) 3 Triumph Road

An additional consultation response has been received from the Highways team. They have no objections to the proposal subject to the conditions imposed on the original S73 application 20/02228/PVAR3 being discharged, which relate to a construction management plan; details of access; access gates to be set back 5m; parking and servicing areas being provided; parking for 122 cycles (details to be agreed); redundant footway crossing reinstated; waste management plan; the provision of Electric Vehicle Charging Points; and the provision of a student traffic management plan.

All highway conditions on the original S73 application will be dealt through the submission of application(s) to discharge the conditions There is no requirement to re-impose them on this application which solely relates to the approval of the remaining reserve matters of appearance and landscaping. The applicant has revised the approved site layout plan to set the gates back by 5m, to show a bin collection are to the front of the building, visibility sightlines for the new access points and size of the disabled parking spaces.

4(c) Site of 135-137 Lower Parliament Street

Further Responses

Lower Parliament Street Resident: I am concerned about this planning application as an owner/occupier in The Edge. We are slowly getting surrounded by student blocks but more importantly the way there designed impacts our privacy as these building view straight into our apartments and we have large un-tinted windows (Over 7ft high arched windows).

Yes students need a place to live I understand this but as a permanent resident living here on lower parliament street and as a veteran who likes to feel safe and not overlooked in his own home these over developed areas are leaving me no place to feel comfortable and not overlooked in my apartment now with my only options of privacy is to continually day and night have the curtains closed or get dressed etc in my corridor.

I have commented on the planning stage to which it seemed that the facing development would only go to 6 Floors (Which now seems they want 7 floors) and have also commented on the developers stage last year to which I had no reply and no changes regarding my privacy or privacy of this building (Like having the proposed building windows/view at an angle so they didn't view straight into our apartments but along the road etc). If this gets approved especially as they have designed this will drive me out of my home because my privacy will be lost because of it.

Royal Mail: We are concerned about noise complaints from residents who have moved into new developments adjoining our operational sites. These complaints largely result from the loading and unloading of mail, as well as vehicular movements from the site in the early hours of the morning. It is essential for Royal Mail to monitor and respond to any planning application that could detrimentally impact on the effective operation of any of its operational sites and prejudice the ability to meet its statutory duty to collect and deliver letters six days a week to every address in the UK.

The nature of the use means Royal Mail Delivery Offices generate a significant amount of noise in the early hours of the morning, when the mail is delivered for 'last mile' sorting. Heavy Goods Vehicles (HGVs) arrive at the site, where metal cages unload the mail for sorting into routes before the mail is loaded into individual red vans before departing. This can be very noisy and disruptive to any neighbouring residential use. The hours of operation, volume of mail and traffic, naturally increase at various points in the year (e.g. Christmas), which coincides with holiday periods.

Nottingham City Delivery Office and the yard area is in use 6 days a week and often during early morning hours to fit delivery schedules. Where there are noise-sensitive neighbours, this is likely to give rise to amenity issues.

Noise from Royal Mail during the early morning hours should be tested and necessary mitigation provided to protect future residential amenity. We request RMG established operation is tested as part of the noise assessment as detailed within condition 4.

The importance of maintaining free access to the Delivery Office, particularly during peak times, should be referenced in the Construction Management Plan to ensure it is robust, manages risk, and that Royal Mail use is not adversely affected.

The NPPF is clear the applicant should provide noise mitigation as the 'agent of change' and existing businesses should not be unduly affected by a new noise sensitive use. Noise from existing Royal Mail use is likely to affect residential amenity and these mitigation measures are essential.

As an existing operation Royal Mail could have a significant adverse effect on the proposed new development and is at risk of '*unreasonable restrictions as a result of development permitted after they were established*', contrary to NPPF Paragraph 187.

Bedrooms and windows are proposed immediately adjacent and overlooking an operational yard area. The impact of Royal Mail use on the proposed development has not been appropriately tested.

The noise survey should be updated to capture early morning movements to/from the Royal Mail site. A detailed scheme of noise mitigation measures should be provided to secure appropriate mitigation.

The Construction Management Plan should be updated to confirm no impact on Royal Mail.

Comments:

Existing buildings to the west of the development site are separated by Lower Parliament Street. The window to window separation distance would be approximately 24m. This is considered to result in acceptable levels of amenity for existing and future residents and not dissimilar to other existing relationships further up Lower Parliament Street. No design revisions are considered necessary to address concerns raised.

Comments from Royal Mail are noted. The submitted noise assessment considered impact from the periphery of the site. However, to ensure any necessary future mitigation is accounted for, condition 4 is recommended to be amended as detailed below to ensure the depot is fully considered.

The environmental noise assessment shall include the impact of any transportation noise, noise from people on the street and be carried out whilst any premises (in particular the Royal Mail depot on the north west boundary) and/or activities in the vicinity that are likely to have an adverse effect on noise levels are operating. In addition, it shall include predicted noise levels for any [relevant premises which may not currently be operating, and] plant and equipment which will form part of the development, octave band analysis and all assumptions made (e.g. glazing and façade areas).

Comments regarding construction management are noted and covered as part of condition 3.

Additional Background papers:

Neighbour, 20.9.21

Royal Mail, 20.9.21

4(e) The Island Quarter, Phase 2

Further images received

Further images have been provided by the developers' architects to address concerns in relation to the 'crown' and the elevational treatment of the buildings. The updated CGIs show a reduction in the scale of the 'crown' element of the buildings, through the raising of the 'shoulder' of the building and refinement of the detailing to address the transition between materials. The proportion of brickwork has also been increased, reducing the expanse of cladding to the 'crown' element.

Discussions continue in relation to the materials but the developer has committed to the use of high quality bricks and cladding.

Cycle Parking

Discussions are ongoing with the developer to agree cycle parking arrangements. This will be covered by condition 16 as detailed on the draft decision notice.

Highway Works

A dialogue between the applicant and the Highway Authority continues to address the outstanding matters in relation to the Manvers Street junction works. The resolution to grant planning permission is subject to agreement of appropriate measures to address this.

Officers consider that the updated images demonstrate a sufficient improvement in the quality of the appearance of the buildings to progress with a positive recommendation. It should be noted that the changes to the arrangement of, and transition between materials, and the increase in the height of the 'shoulder' of the buildings' to reduce the mass of the 'crown' element, won't be reflected on earlier elevation images of the scheme.

It is considered to be appropriate to agree final details of cycle parking by condition.

Officers will continue to maintain close dialogue with the applicant and the Highway Authority in respect of the Highway works at the Manvers Street junction.

Additional Background papers: CGIs